

TONOPAH DAILY BONANZA

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W. W. BOOTH, Editor and Manager

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LABOR'S DAY OF ATONEMENT.

To students of the thing called "economic law" there has in all eras been brought compellingly to mind a conviction that it is of divine and not man-made origin—that any infringement of this law brings with it a corresponding and never-differing penalty. This well-established fact has apparently escaped the close attention and consideration of present-day law-makers and politicians. Within a few years and with but slight basis, in fact, there has been launched by men in high places an idea both insidious and persistent that the great mass of corporate business is being conducted in defiance of law and that those responsible for its conduct should be forthwith imprisoned. Inferentially, at least, the indictment by those in authority has been general; and with this impression the public at large at first assumed an attitude of eager anticipation that ripened gradually into a serious conviction predicted on the avowed intention of properly-authorized officials to run to earth the "malefactors of great wealth." Next in order came actual indictments of a few of the more prominent so-called "trusts," with rumors galore of indictments respecting others, all having as the difference between government and private enterprise the federal statute known as the Sherman anti-trust law. Thus was the integrity of the great majority of corporate interests impeached without fair trial; and in proportion the law of economics began to paralyze the pulse of business.

Prior to 1907 the United States had built, whether wisely or not, the greatest commercial fabric known to man. A perfection in manufacture obtained that challenged the admiration of the world. The best-paid labor recorded in the history of mankind resulted in bank accumulations, happy homes and a well-dressed, contented people. Railroads and industrial developments were at high tide, and the future was regarded only with the eye of optimism. Then came the crash. Since that time the decreased earnings of corporate entities are familiar to every one; capital has sacrificed more than ever before. The

Holders have been made to bear the brunt of battle. Labor alone has passed through this greatest of all commercial transitions without having been called upon to make any sacrifice whatever. The old fundamental principle of property rights seems to have been absolutely disregarded; and today we face a condition in which capital stands convicted by inference of all of the shameful sins imaginable. In the minds of those who are familiar with economic law, the question has already arisen as to when labor will be called upon to bear its share of the burden resultant from this wrongly-created and wrongful impression as to the sins of men in high corporate places. It is an elemental fact that when earnings are, because of one thing or another, reduced from a maximum to a minimum, either of two things must happen, namely: The cost of production must be decreased, or a loss will naturally ensue; and in view of the fact that labor, industrially speaking, represents the great bulk of the cost of manufacture, it will be the establishment of a new precedent and in absolute defiance of economic law were labor to escape a very material reduction all along the line. Take any page from the book of "commercial experience," and we find that when capital has been forced to concessions where profits reached the vanishing point, labor has been called upon automatically to either work for less money, or quit. In its final analysis capital can live; whereas labor cannot live unless there is a demand for it.

What would be the natural result on the assumption that a general reduction in the price of labor were to be brought about by the present insistent effort of the federal administration to discredit business in general? Would it not be natural to assume that labor, having finally realized that the prosecution of corporate business and large individual enterprises was directly responsible for the reduction in its pay, in consequence feel strongly inclined to cry for a return to those conditions which existed prior to 1909 and which found their expression in the best-dressed, the best-housed and best-paid laboring man that the world ever knew?

Even after she grows up a girl manages to keep a warm place in her heart for the ice cream man.

When congress convenes it ought to adopt some measure for the effectual suppression of the Champ Clark brand of humor.

It is a safe bet that in the Italian navy somewhere there hangs on the wall a picture of a certain American girl named Katie Elkins.

SCHLEY DIRECTED; BUT HIS VICTORY!

Not even the unfortunate and the wholly un-called-for controversy of thirteen years ago as to who was in command of the United States fleet during the battle of Santiago can wipe out or even obscure the brilliant record of Admiral Winfield Scott Schley or detract one whit from his distinguished services to his country. Nor was he in any way responsible for the initial quibble that eventuated in a bitter contest over the question that stirred the country from center to circumference. Within a week of the great naval victory following the fight in which he had by the merest accident or force of circumstances been the ranking officer he took occasion in an official dispatch to the department at Washington to say: "Feel some mortification that the newspaper accounts of July 6 have attributed victory of July 3 almost entirely to me. Victory was secured by the force under the commander-in-chief of the North Atlantic squadron, and to him the honor is due." Admiral Sampson, the commander-in-chief, was temporarily absent from the fleet in his flagship under orders of the navy department holding a conference with General Shafter, commander of the United States land forces in Cuba, but only a few miles distant from the largely-unexpected sea fight; the direction of the battle inevitably fell on his immediate inferior officer—Schley—and he directed it most admirably. But he never was in command of the United States fleet at Santiago any more than the lieutenant governor of a state becomes governor when an accident to the hand of the chief executive makes it impossible for him to sign official papers. Admiral Schley unquestionably spoke from a firm sense of conviction and with perfect sincerity when he penned that dispatch to the navy department. Seven years later, after a naval board of inquiry appointed at his own request had rendered a report presenting some technical criticism of his maneuvering preceding and during the battle of Santiago, he took occasion in his book of naval reminiscences to intimate that, had the battle ended in defeat, he (Schley) would have been held responsible for it—a position both illogical and untenable; for the commander-in-chief had directed every movement of the fleet almost up to the very hour of the fight and had never been detached from his command. In the event of defeat the responsibility would have been wholly Sampson's—and, by the same token, the credit for the victory was his.

MUCK-RAKING.

One of the definitions given by Webster for the word "muck" is a nasty mess. For every nasty mess there exists a responsibility. Politically speaking, muck-raking has a more or less definite meaning. The reactionary politician employs it as a term of contempt for the individual citizen, the newspaper publisher or editor or the magazine writer who has the temerity, the courage or pride of citizenship to uncover the scheme of the political corruptionist and bare the details for the purpose of defeating the plot. The man or combination of men whose villainy is thereby dragged into public view, and all newspapers interested in their protection rather than the protection of the public, call this process of exposure "muck-raking."

The power for good which has characterized the work of men and public journals that have laid bare the details of industrial and political outrage and villainy can not be overestimated. Security in conspiracy against the public is no longer felt, thanks to the so-called "muck-raker." Every officer of the law is a muck-raker. Smug villainy would have few obstructions to its plans were it not for the official and unofficial "muck-raker."

When Francis J. Heney probed into graft in San Francisco, he was a "muck-raker." San Francisco is but just beginning to gather the full fruits of this one man's courage, moral and physical, in awakened civic consciousness. The whole state shares with San Francisco the political results of Heney's campaign against graft protected by party machinery.

Hiram Johnson took up the "muck-rake" when it fell from Heney's hands and has done enough "muck-raking" since to enable the people of California to face the world with an honest administration representative of her best citizenship. We little realize what we owe to the "muck-rakers."

IS SCIENCE WORTH THE PRICE.

With a total of almost seventy-five names on the death roll of aviation, both aviators and the general public have been aroused to a point where they are demanding greater safety in flying. The number of fatalities has been on the increase up to the present time, and all the ingenuity of aviators and manufacturers is being directed toward the task of lessening the dangers of the sport.

As a consequence of the increasing number of fatal accidents, says George Graham-White, aviation has received a serious setback. The public is beginning to show genuine alarm and is asking if the science is really worth the price of so many human lives. A crisis has come in the progress of aviation. The moment has arrived when it must be rendered safe or become an exotic sport like looping the loop. It has reached the point where it must justify the lives which have been sacrificed to it in the past by becoming safe and sane.

The science has made enormous strides since its inception. Already aeroplanes are being used by the British postal authorities to carry the mails between Hendon and Windsor, in England. The first aerial post was installed in the United States a few days ago between Nassau Boulevard, L. I., and Brooklyn. Men are flying about the world like birds. They have crossed the Alps on wings. They have raced with eagles. But all this time a grim reaper has been looking silently on at these conquests of the air and scarcely a week has passed that it did not snatch away at least one of the daring men who were trying to perfect the science of aviation.

Always pay compliments and you won't be forced to eat your own words.

REVIEW OF THE
COPPER HANDBOOK
JUST ISSUED

Volume X, the tenth annual edition of the Copper Handbook, has just been received at the Bonanza office. The issue of this book, which is considered a standard authority on the subject of copper and copper mines for the entire globe, has 1902 octavo pages, containing nearly 1,500,000 words, and in addition to the miscellaneous chapters, lists and describes 8130 copper mines and copper mining companies, in all parts of the world, this being the largest number of titles ever listed by any work on mining. The descriptions range from two or three lines, in the case of dead companies, wherein reference is made to detailed descriptions in past volumes at the period of their activity, up to 21 pages in the case of the Anaconda mine, which yields one-eighth of all the copper made in the world.

The miscellaneous chapters of the book, 24 in number, treat the subject of copper from all possible viewpoints, there being chapters on the history, chemistry, mineralogy, metallurgy, brands and grades, alloys and substitutes for copper, with a copious glossary, and a chapter of statistics ending the book that contains 40-odd tables, thoroughly covering copper production, consumption, movements, prices, dividends, etc. The Copper Handbook is sold on the unique plan adopted nine years ago, the publisher sending the book by mail, prepaid, and subject to return after a week's inspection. The price is \$5 in a strong green buckram binding morocco. Anyone interested in copper, as a producer, consumer or investor in shares, would do well to write the author and publisher, Horace J. Stevens, Houghton, Mich., ordering a copy of the new Copper Handbook sent prepaid, subject to approval.

READ THIS!

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MUSICIANS' BALL.

The sixth anniversary masquerade ball given by the Tonopah Musicians' Protective association, Local No. 426, A. F. of M., on Tuesday evening, October 10, 1911, at Miners' Exchange hall. Tickets \$1.50. Extra lady 25c. Leave your orders for costumes immediately at Rot-holtz Bros' stationery store, agents for San Francisco Examiner, Call and Chronicle. 10-3-10

Bonanza "want ads" bring quick results. Try one.

SERIAL 02208

NOTICE FOR PUBLICATION.

Department of the Interior, U. S. Land Office at Carson City, Nevada, Sept. 15, 1911.

Notice is hereby given that Fred T. Gleason, of Goldfield, Nevada, who, on February 24, 1908, made Homestead Entry No. 02208, for NW 1/4 SW 1/4 Sec. 26, N 1/2 SE 1/4 and SW 1/4 SE 1/4, Section 27, Township 1 North, Range 49 East, Mount Diablo Meridian, has filed notice of intention to make final commutation proof, to establish claim to the land above described, before the County Clerk of Nye County, at Tonopah, Nevada, on the 25th day of October, 1911.

Claimant names as witnesses: John Alfred Bler and James Clifford, of Goldfield, Nevada. William G. Cook and August Charles Reed, of Silver Bow (Via Tonopah, Nev.) LOUIS J. COHN, Register.

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